

EXPLOSION KILLS FIVE, FOUR OF THEM LITTLE BOYS WHOSE DEATHS MAKE TWO HOMES CHILDLESS



ALEXANDER N. HIGGINS.

ARTHUR HIGGINS.

HENRY G. ZIMMERS.

HERBERT ZIMMERS.

Many Hurt When Gasoline Blast Wrecks Plant of Crews-Levick Co.

FACTORY WORKERS IN PANIC; FIRE FOLLOWS

Four little boys, the only children in two families, were playing marbles on the sidewalk in front of the Crews-Levick Oil Company, Montauk and Atlantic avenues, Brooklyn, shortly before noon yesterday when an explosion, which burst two steel gasoline tanks filled with 2,500 gallons of the volatile oil, wrecked the building.

The playmates were killed instantly, crushed beneath the wreckage of the shattered cement and brick building. The manager of the plant, who had rushed into the two-story storehouse to shut off the overflowing gasoline tanks, also was killed, his body being burned to an unrecognizable shape in the fire which followed.

More than a score of persons were injured and windows within a radius of half a mile were shattered.

The Dead.

ALEXANDER N. HIGGINS, 11, 174 Warwick street.
ARTHUR HIGGINS, 8, his brother.
HENRY G. ZIMMERS, 13, 184 Warwick street.
HERBERT ZIMMER, 13, his brother.
GORDON P. AVERY, 25, 184 Newark avenue.

Seriously Injured.

KATHY AVERY, 27, 47 Montauk street.
Most of the injured persons were cut by window glass blown out by the force of the explosion and were treated by physicians from St. Mary's Hospital who hurried to the scene in several ambulances. Mrs. Abood and Demman were passing the scene at the time. Both were enveloped in the sheet of flame which followed the explosion and badly scalded about the face and hands. They were treated by the ambulance surgeons but left for their homes.

While the bodies of the children were being removed from the wreckage, a fire broke out in the storehouse, which had been sufficiently cooled and placed aside by the fire department. The bodies of the children were placed in the storehouse and the bodies of the children were placed in the storehouse.

Blown Out of Cab.

This theory is substantiated by the fact that Eugene Edward Bell, 3485 Bedford avenue, Morris Park, and Fireman Frank Thompson, 1925 Ward street, Morris Park, were blown out of the car by the force of the explosion and the cab was practically destroyed by fire.

The escape from death of the engine and fireman was one of the miracles of the explosion. At the time they were backing two large tank cars, each containing more than 10,000 gallons of gasoline, when the engine, which was being driven by the fireman, was struck by the force of the explosion and the cab was practically destroyed by fire.

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A few minutes before noon, just as George J. Avery, manager of the plant, was about to close his office for the day, one of the boys rushed up to him exclaiming, "Mister, mister, come out quick. The gasoline is leaking out of the tank."

Avery grabbed his hat as he ran out the door, followed by Mrs. Jessie Herbert of 2115 Jamaica avenue, his fiancée, who had been playing on the sidewalk, and Mrs. Naomi Hanks, who was waiting for him. The boy, believed to be the elder Higgins, led the others, who were running in a panic, toward the storehouse, where the explosion took place.

The next instant he, with the others, was buried under the wreckage when the explosion tore the building apart. The two heavy supply tanks on the second floor were hurt from their fastenings and crashed down to the street.

The walls of the building, constructed of heavy concrete and layers of brick, with steel supports for the heavy tanks, were scalded to a pile of dust and misshapen steel.

Policeman Knocked Down.

Police, who had just passed the building, was lifted from his feet and hurled to the ground. He suffered cuts from flying glass, and in the excitement his revolver was shaken from his holster and lost. When he regained his feet he turned in a fire alarm and ran to the burning ruins, remembering the boys he had just passed.

He was unable to approach close to the ruins because the blazing oil in the street and the smoke were so thick that he was unable to see his way.

The old running of the sidewalk had found its way to the tracks of the Long Island railway and was blazing. Six heavy steel cars came along the track, traveling at high speed, and without slowing down, other trains were backed before they reached the flames, and for more than half an hour a passenger service on the railroad was suspended.

Twenty-four law officers killed.

Special Cable Dispatch to The Sun.

PARIS, March 13.—The Holland America Line has ordered its agents here to accept cargo from China for transportation to Holland.



VIEW OF THE DESTROYED CREW-LEVICK BUILDING, ARROW INDICATES WHERE BOYS WERE KILLED.

window glass and needed medical attention.

Directly adjoining the oil company's office is the Montauk brass and iron factory, in which several hundred employees were working. The explosion blew out the two windows in the factory, tore down the electric light wires and loosened the bricks in the chimneys.

Although most of the employees are men, a panic started and the firemen who arrived a short time later found them hanging out of the windows calling for help. Nathan Jackson, general manager of the factory, was sitting in his private office dictating a letter to a client when the explosion occurred. He and all were blown in on him. Both Jackson and the girl were cut. Hundreds of other windows in the vicinity were blown out.

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Later all of the bodies were removed to the 124th street where the boys were identified by their parents.

A pitiful scene was enacted in the station house when James Higgins, grandfather of two of the boys, viewed the bodies. They had made their home with him. He collapsed and had to be attended by a physician.

Avery was identified by ex-Senator P. F. Davis, resident superintendent of the company, who was in New York at the time of the explosion. He was identified by his father, who was in New York at the time of the explosion.

Mr. Davis could not explain the explosion. He said, however, that the tanks in the storehouse were empty from two tanks of 18,000 gallons capacity each located underground. It was presumed that the boys had forgotten to turn off the gasoline and allowed it to flow over. This will be made the subject of an investigation by the coroner's jury.

The deaths of the little playmates, cast gloom over the neighborhood in which they lived. The Higgins and Zimmer families are among the oldest residents in Warwick street. For a number of years they lived within a few doors of each other and the boys were brought up together.

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EXPECT REPRISAL ORDER TO-MORROW

Drastic Rules to Stop Supplies
to Germany Includes
All Flags.

WITH IT MOST IN MANITY

Special Cable Dispatch to The Sun.

London, March 13.—The correspondent of The Sun learns that the orders in council providing for reprisal measures against Germany for the latter's submarine warfare against merchant vessels will be issued simultaneously in France and England not later than Monday. The apparent delay in the issuance of the order was due, it was learned, to the necessity of obtaining the signature of President Poincaré as well as that of King George.

Drastic as the provisions will be, as indicated to the correspondent, the execution of the order will be left to the discretion of the officers, but the strictest orders will be issued that the utmost precautions shall be taken not to fire upon such ships while there is a single vessel of the enemy in sight.

As indicated in Premier Asquith's announcement that the liberty of stopping imports and exports of Germany will be exercised all ships, respectively of the flags they are flying, will be stopped and taken either to French or English ports. If the detained ships are not released within a specified period, they will be unloaded.

Should the ships belong to a neutral country, the government of that country will be advised that the ships are to be released, and the cargo will be shipped to any neutral port the shipper may name, providing the ultimate destination is not Germany. If the cargo is contraband, it will be sold at the best prices possible, and the proceeds will be placed to the credit of the shipper.

If the cargo is contraband it will be sold automatically and the money deposited under government control until after the war for the benefit of the shipper. It is well to advise shippers to bear in mind that a shipment even of conditional contraband to neutral countries is liable to stoppage, unless the cargo is recognized by the government of the country of origin.

In this connection it is interesting to read the extended list of contraband which England sent last night to the government of Holland. This list includes such commodities as rubber, tin, iron, steel, and other metals, and also such products as rice, wheat, corn, and other foodstuffs.

The King, a fine-looking old man with a kindly face, accompanied with the officers in the most dramatic way. As soon as the King had entered the train, the First Bavarian Regiment had boarded the train, the railway employees attached the eight cars of flour to the royal train and the special train royally reached Charlottenburg.

Word came that the people of northern France urgently needed food, so a special train of fourteen cars was sent from Namur to Sedan. Eight cars of wheat, and the rest were for flour.

"All right," said the German Major in command, to the representative of the American commission with the food. "We will get the flour for you."

The Sedan railway station was packed with soldiers at the time while blue and white flags, flying from the roof, indicated the presence of the King's private car. The King left the car with two or three members of his personal staff and shook hands with various officers. He was dressed in the uniform of a German general with effective red gold buttons on the grayish green cloth. He carried a golden scepter instead of a sword.

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HOSPITALS IN ROME PREPARED FOR WAR

The Italian Government Arranges for Care of 12,000 Wounded There.

DANGER SEEN IN DELAY

Special Cable Dispatch to The Sun.

Rome, March 13.—Indications that Italy is not lessening her active preparations for war, notwithstanding the negotiations now in progress between her Foreign Office and Germany, are increasing. The latest of these is the conclusion by the War Office of arrangements, to become effective in case of war, for hospital accommodations for 12,000 wounded in Rome alone. Even the German and French colonies are included in the plan and will be converted into hospitals if Italy enters the conflict.

Reports that negotiations are in progress between the Austro-Hungarian Government and the Vatican looking toward the cooperation of the Holy See in urging the continuance of Italian neutrality are denied flatly by the *Osservatore Romano*, the official organ of the Vatican.

Pope Benedict, I am informed on reliable authority, ardently hopes that Italy will not enter the war, but at the same time he is determined not to influence in any way the decision of the Government, which is the exclusive custodian of the country's welfare. Hence he is abstaining purposely from interference lest he be suspected of a lack of patriotism and of being swayed by ulterior motives.

Prayers for Italian Success.

Despite the neutrality of the Holy See, I am informed that Pope Benedict, in case of war, will order public prayers for the victory of Italy in the churches of Rome and the Vatican itself.

No word of the progress of the negotiations between Premier Salandra and Prince von Radok, German Ambassador at Rome, has been made public. Beyond the semi-official announcement that Italy has instituted no negotiations, but simply has listened to the proposals of Prince von Radok, no further information is available. Reports are persistent in the capital that all that Austria is willing to concede in return for Italian neutrality is the port of Trieste and that she refuses positively to give up Trieste.

Even should Germany be able to come to terms with Austria, the Trentino and Trieste, a considerable portion of Italian public opinion would not be satisfied, believing that the attack by the allied forces on the Balkans presents a new international problem in the solution of which Italy should have a hand—namely, the partition of Turkey.

Italy's interests and ambitions in the Mediterranean, it is pointed out, make it imperative that Italy should not stand aside while the Allies make a final settlement of the Turkish question. Italy, according to their own interests and desires, and Italians cannot expect to be consulted while they are pursuing their present policy, should Italy enter into an agreement with her former allies to maintain her present neutrality in return for Austrian cession of the Italian speaking provinces, her claims to the recognition of the Entente powers in their Mediterranean councils would be still more untenable, in the view of those who oppose the present alliance.

Still another point which is raised by those who favor immediate intervention on the side of the Allies is the possibility of danger that, should Italy withhold her aid too long, her help should be declined when offered. In order that Italy's aid should be brought to Italy the part which she desires to play in the final settlement, it is pointed out, it must come when it will be of most value to the Allies and not when it is no longer necessary. In this connection, the case of Greece is cited. Many Italians believe that Greece already has waited too long and that by the time she is ready to offer her aid against Turkey, if she makes such an offer, the Allies will be in a position to decline her services.

The *Giornale d'Italia*, which reflects the views of Baron Sonnino, the Foreign Minister, sums up this phase of the situation as follows:

"Italy can at no cost allow her position as a world power to be lessened at the conclusion of peace. She cannot permit her national aspirations to be turned aside, her interests to suffer. This is the will of the people and it must be the program of the Government. No unjustifiable weakness can be allowed."

The question whether these ships will be sunk or taken to French or English ports, will be left to the discretion of the officers, but the strictest orders will be issued that the utmost precautions shall be taken not to fire upon such ships while there is a single vessel of the enemy in sight.

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TO FORCE DARDANELLES BY EASTER, ADMIRAL SAYS

Eight or Ten Forts Remain to Be Reduced Before Allied Fleet Can Enter Sea of Marmora—Land Expedition Ready for Operations.

Special Cable Dispatch to The Sun.

PARIS, March 13.—The *Petit Journal* publishes a despatch from its correspondent at Athens saying that Vice-Admiral Carden, command of the allied fleet, expressed the belief that the Anglo-French forces will be able to force their way through the Dardanelles into the Sea of Marmora by Easter.

Simultaneously there are reports by way of Athens also that the first detachment of the allied expeditionary force has been landed at an unnamed spot on the coast of Asiatic Turkey. There is no official confirmation of this in Paris, but the despatches add that during the course of several days the allied fleet will be putting in at the Piræus (the port of Athens) and that the first detachment of transports conveyed by cruisers of France and England, starting through the Bosphorus toward the Dardanelles.

The operations in the strait on March 10 and 11 are described in an official statement issued today by the Ministry of Marine. It says:

During the night of March 10-11, in bad weather, two British warships shelled two forts at Bulair which the allied fleet had not been able to bombard. The light batteries which command the entrance to the Dardanelles, at the Bay of Mörte, during the course of several days the allied fleet will be putting in at the Piræus (the port of Athens) and that the first detachment of transports conveyed by cruisers of France and England, starting through the Bosphorus toward the Dardanelles.

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